

SPECIAL COMMITTEE ON AIRPORT ACTIVITIES

February 13, 2006

5:00 PM

Chairman DeVries called the meeting to order.

The Clerk called the roll.

Present: Aldermen DeVries, Shea, Garrity, Pinard, Long

Messrs.: K. Dillon

Chairman DeVries advised that the first purpose of the meeting is organizational in nature, and requested the Clerk to provide a brief overview regarding typical issues addressed by the Committee.

Deputy City Clerk Johnson stated the Special Committee on Airport Activities was actually initiated in 1998 and continued on since that time. It obviously deals with issues at the Airport that the Director considers to be somewhat substantial in nature and also allows for a liaison activity between the Airport and the Board of Mayor and Aldermen.

Chairman DeVries stated I would add that we have Wards 6, 7 and 8 on the Committee, as well as Ward 9 and with us Pat Long from Ward 3. I would ask that we start with the capital program updates from Kevin Dillon.

II. Capital Program - -

a) Runway 6/24;

Kevin Dillon, Airport Director, stated the most significant project that we have underway at the Airport is Runway 6/24. That is a project that requires us to establish safety overruns. We are complying with the FAA requirement that now requires new runways or runways that have been substantially rehabilitated to have 1,000 feet at the end of each runway. This project right now on the Runway 6 end, that is the end of the runway that is near Airport Road, the design is completed and we will be putting a bid package out next week. We are expecting bids back on March 13. What that work entails is a moderate extension of the Runway 6 end. We are going to be putting a retaining wall along Airport Road,

backfilling in and then rehabilitating the entire runway surface. The approximate cost for that is about \$12.8 million of which 75% is funded by the FAA. We are anticipating that we will start work on April 1. That is going to require a full closure of that runway so Runway 6/24 will be closed for five months following April 1.

Chairman DeVries stated for the public that might be watching that would be the east/west runway.

Mr. Dillon answered that is correct.

Chairman DeVries stated and you are saying that will be shut down for five months beginning April 1.

Mr. Dillon responded that is correct. We are expecting bids back on March 13 so we would like to start work on April 1. Naturally the work will be subject to weather conditions but if we could get out there as early as April 1 we would like to start but from whenever we start the work, whether it is April 1 or May 1, it runs for about a five month period.

Chairman DeVries asked so that would be the complete closure of that runway. You don't anticipate smaller aircraft utilizing any portion that you are not working on.

Mr. Dillon answered no.

Chairman DeVries asked would you like to continue on to the other half of the runway expansion.

Mr. Dillon answered the work on runway 24, the 24 end is a lot more significant. There we have to comply with that full 1,000-foot safety overrun. In our initial work on this we were going to go down the road of actually putting Willow Street in a tunnel underneath the runway to pick up that 1,000 feet but as we have gotten into the project the costs of doing that are really escalating a bit. One of the other requirements we have is if the cost of the project could be reduced by using what is called the EMAS, that is engineering material arresting systems, basically it is a form of to slow aircraft down. The FAA directs us to take a look at that if there is a difference in price of the project of more than 10%. We can save 10% if we went with EMAS. Right now, based upon the cost of the tunnel scenario as well as some of the costs associated with the stabilization of the soils in the area where we would have to put the safety overrun, we are certainly exceeding that 10%. While the FAA has not signed off on that, it appears that we would go with the

EMAS version. I do have a drawing here that I would like to show you that might explain it a little better. In red is the outline of the project that we were going to go with if we put Willow Street in a tunnel. That is Willow Street right there and certainly you can see the end of the runway right there. In any case, Willow Street would have had to be rerouted for the construction because we need to keep traffic moving on Willow Street while they were constructing the tunnel. As I said thought, right now it appears that the EMAS option is the better option so essentially Willow Street would now be routed as you see in that brown color. What that would allow is that we would not have to bring it back and see the red area and how far that goes back. There are wetlands impacting that area. We believe we can reduce the wetland impact by almost half going with the EMAS as well. So at this point we have it with the FAA that we are reviewing it to determine whether or not they concur with our cost estimates that the EMAS is the better alternative to go with.

Alderman Shea stated I have a question that goes back to Runway 6 and the bids. You said that \$12.8 million is the cost and 75% is paid by the government. What is the other 25% covered by?

Mr. Dillon answered by Airport revenues. The cost of this project...there is about a \$5 million differential between the two scenarios. The EMAS cost is about \$17.8 million and as I said to go with the tunnel it is about \$5 million more.

Alderman Garrity asked are you going to be rerouting South Willow Street sometime in March.

Mr. Dillon answered this work, the work on the 24 end probably will not occur until the next construction season – 2006.

Chairman DeVries stated on the anticipated layout of South Willow Street as you said that will cause...if you go with the EMAS project less disturbance of the surrounding wetlands. What will the grading be off of South Willow Street to have the same concerns in mind with salt...will you be doing anything special to make sure that the wetlands will not be contaminated by normal road salt and that sort of thing.

Mr. Dillon responded well certainly there will be standard protections built-in but there is no doubt that the roadway is going closer to the wetlands. The elevation of the roadway would be essentially the same elevation that exists today. The runway would be about 20 feet higher.

Chairman DeVries asked in this scenario with the EMAS, the EMAS structure itself would fall somewhere short of the relocation of the South Willow Street corridor.

Mr. Dillon answered yes. I have another drawing that shows that. You can see the orange colored area, which is the extension area that we would be building. The white block in the orange area is the EMAS bed. It is about 300 feet worth of EMAS and the retaining area is about 300 feet as well. What we need is for landing aircraft we need 600 feet. The 300 feet is designed for 737 aircraft to stop.

Chairman DeVries asked so on that diagram that you have there how will the actual tarmac change from the configuration that it is in today. The area that planes are landing in. Will that be shifting at all?

Mr. Dillon answered you do have additional runway...different configurations off of Runway 6 for arrivals and departures. The usable runway goes from about 6,850 feet to about 7,200 feet. For Runway 24 arrivals and departures it stays the same.

Chairman DeVries stated and this is Runway 24 that you are showing us with the EMAS apparatus at the end of the runway to collect the planes should there be an emergency situation. Will it change the emergency lights? Have you made it that far in the design progression? It looks like your runway lights are somewhere about where the relocated South Willow Street is on that diagram.

Mr. Dillon answered right some of the runway lighting will be shifting but again we haven't fully engineered it out in terms of the lighting that will actually be in the runway safety area. Some of that is still being worked on. Again, it is a minor change quite frankly.

Chairman DeVries asked in the relocation of South Willow Street it looks like there might be some property taking involved there. Will that involve existing structures?

Mr. Dillon answered it is correct that if we do go with this scenario there are property impacts on both sides of the runway. We are trying to determine the extent of those impacts. We have not spoken to those property owners yet regarding this scenario. We are still waiting for the FAA to concur with this scenario. Once we get that concurrence then we will move forward and talk to the property owners.

Alderman Pinard asked the gray area is South Willow Street right. How far south on South Willow Street are you going to go? Are you going to go to where you turn off to Harvey Road or are you going towards Sheffield Road and what kind of traffic control are you going to have because in the afternoons there are thousands of cars that go by there and how are you going to reroute them? I don't know if you are looking into that but it could cause tie-ups.

Mr. Dillon answered that will certainly be part of the final design. As you can see there are changes to the configuration of certain intersections as they exist today. Again, all of that will be worked out as we go forward with the designs.

Alderman Pinard asked when you are talking about buying out properties are you talking going towards Huse Road. I grew up in that area so I am pretty familiar with it. The only thing south of the interchange at the corner there is...I don't think there are any dwellings but there are businesses involved but that is near Sheffield Road.

Mr. Dillon answered one building is an electrical supply building. There is a vacant lot that is next to that. Those would be impacted. We are trying to minimize those impacts. The other side of the runway you have a property that is referred to as Donovan & Brodsky that would be impacted.

Alderman Long asked do you have an estimated time of the FAA concurrence.

Mr. Dillon answered I would anticipate that within the next 30 to 60 days the FAA will make a decision.

Chairman DeVries asked on the EMAS project, the figure that you quoted, I believe it was \$17.8 million, does that include the potential taking of properties.

Mr. Dillon answered there is an allocation of funds in there for that.

Chairman DeVries asked and is that going to be similar to Runway 6 that it might be 75% funded by the FAA.

Mr. Dillon answered yes it will be 75% funded by the FAA.

Chairman DeVries asked and the other 25% would be by Airport revenues.

Mr. Dillon answered yes.

Alderman Shea asked because of the additional runways are you going to bring in larger planes. Is that part of it?

Mr. Dillon answered no this has no impact on fleet size. This is a safety requirement. As I said before runways today if they are built new have to have this 1,000-foot safety overrun. It is to stop an aircraft in the case of an aborted take-off or in the case of an approaching aircraft landing short.

Alderman Shea asked so it has no impact.

Mr. Dillon answered it has no impact on fleet size.

Chairman DeVries stated thank you. I am sure we will be meeting on this to get more specifics from you as you move along in the engineering process.

b) Glycol Collection System; and

Mr. Dillon stated as you are aware last year we started an effort to put in a system to collect Glycol at the Airport. One of the problems that we have with Glycol utilization is that while it is an environmentally friendly product, one of the by-products of Glycol breaks down into odor. We also have a problem in terms of the discharge of Glycol from the Airport into the brook that ultimately makes its way toward the river in that there has been foaming occurring. Those are two items that the DES has asked us to take care of. Over the summer, we worked on a project to install what would be called a closed Glycol system. Today all of the Glycol is collected from the ramp areas and goes to a detention pond. The problem that we have in the detention pond is that as it breaks down an odor is emitted from the pond that is noticed by the surrounding community. What we are designing is that it be collected from the ramp area as it is today but put closed tanks so that we could bring it down to a dilution rate that would be acceptable to release it into the brook and then ultimately into the river. We put out an RFP to do that this fall. We had allocated \$2 million and the bids came in just about double that price. At the same time, we were advised by the EPA who regulates the collection of Glycol that they were going to be issuing new regulations regarding the collection of Glycol at airports so we wanted to slow down this project to insure that if we were going to spend \$4 million that it was money that was spent wisely and would be in conformance with the new EPA regulations. Some of the things that we are looking at right now though to also save cost is the potential of diverting our Glycol to the AES Granite Ridge over in Londonderry. Today the Glycol that we collect naturally mixes with all of the precipitation that is also collected at the ramp area. We believe that Granite Ridge could use that precipitation and Glycol to cool their towers. Today they utilize wastewater to do

that. What we would do is just establish a closed loop between us and Granite Ridge where we could circulate the precipitation. It would be cost effective for them and it certainly would be a very cost-effective way for us to take care of the Glycol problem. We are taking a look at that right now to see if there is a possibility to do in that direction. Hopefully that direction would also comply with EPA regulations.

Chairman DeVries stated I have a couple of questions for you before we move to the Committee. Under either scenario when can the surrounding neighborhoods expect some sort of relief. Do you have a timeline that you would not allow this to go beyond to make a decision?

Mr. Dillon responded we are advancing that design right now and we are trying to monitor where the EPA is going with some of this stuff but it certainly would be our hope that we would have something on line for the next deicing season, which would start in November.

Chairman DeVries asked if that were to be correct that you would have something on line for the next deicing season when would we anticipate seeing you go out to RFP by – sometime in the early summer.

Mr. Dillon answered I would same mid to late summer.

Alderman Long asked the odor that is emitted is there any harmful effects from that.

Mr. Dillon answered no.

Alderman Long asked people complaining of headaches would that be a scenario possibly.

Mr. Dillon answered I guess odors affect people in different ways. I am sure it is going to bother people to a certain extent but as an industry this issue has been looked at and there are no known health effects.

Alderman Long asked when you look at redoing this collection system, the reduction in odor is one of the things you are trying to correct right.

Mr. Dillon answered absolutely. That is why we wanted to go with an enclosed system because it takes care of that.

Alderman Shea asked once it is in that system that is collecting it, could you explain what happens then or what you hope will happen so that we can get a better idea.

Mr. Dillon answered once it is collected we would be hopeful that with the collection of additional precipitation in that system we would get the concentration of Glycol down to an acceptable rate where the DES would allow us to continue to put it in the brook where it would not be causing foaming. In other words it would be diluted to such an extent that it would eliminate those problems. Naturally, you can only size the system to a certain size. You can't build this thing to infinity so it really depends on how many de-icing events you have in close proximity. You may have too much de-icing going on where you can never bring it down to a dilution rate based upon the overall capacity for storage that we would build into the system. At that point, we would look to actually discharge it to...in the case of what we are talking about right now is over to AES but we are also taking a look at discharging it at the wastewater treatment plant.

Alderman Shea asked how long a period do you keep it in those tanks.

Mr. Dillon answered it really would vary depending on when you would get it down to the dilution rate.

Alderman Shea asked do you have a meter or something on it.

Mr. Dillon answered that is correct.

Chairman DeVries stated so just to reiterate what I am hearing is that you would enlarge the storage capacity of the Glycol solution in enclosed tanks and when it is discharged into the brook it will be in a decomposed or diluted form dependent upon the weather events and the amount of Glycol you need to store so if it is during the winter and if there have been a lot of events and you are at capacity and it is discharged into the brook that would be in an extremely diluted form.

Mr. Dillon answered that is correct. We haven't worked out exactly worked out where the AES wants to take that and how diluted it has to be but we are working with them on that.

Chairman DeVries stated if you were able to arrange with AES to utilize their facility to discharge you would then bypass the brook all together and discharge only to that facility. Is that what I am hearing?

Mr. Dillon responded we are not too sure we would only discharge to that facility because there would be a certain amount of return that would come back from AES. Again, these are some of the things that we are studying right now as to how much Glycol burn off we would actually get. I would anticipate that a certain amount of the return coming back from AES would still contain some trace amounts.

Chairman DeVries asked so you are saying that would be a continuous loop and there will be some sort of liquids being piped back to the Airport.

Mr. Dillon answered that is correct. It all depends on how much precipitation you get. You can only size this system to a certain size to have it work so if we are having a lot of rain events, yes, AES is not going to be getting it.

Chairman DeVries asked can I ask when you might have better schematics and idea of the design so we can have a more in-depth conversation. Would that be sometime shortly after March 3? When should we be prepared to schedule a longer meeting?

Mr. Dillon answered I would anticipate that we would have a lot more information in the May timeframe.

Chairman DeVries stated I would like to skip right to noise mitigation if I might. Is there something major going on with the parking lot?

c) Parking Lot Construction.

Mr. Dillon stated I just want to advise you that Parking Lot G just to the south of Runway 35 is almost complete.

Chairman DeVries responded and that is the surface parking in Londonderry.

Mr. Dillon replied that is correct.

III. Noise Mitigation

Chairman DeVries stated I know Alderman Garrity is very concerned about the noise mitigation.

Mr. Dillon stated I will give you an update on the program. So far to date we have completed 848 homes, 809 in Manchester and 39 in Londonderry. The number of homes remaining to be done is 362 and that includes 34 new homes that we just recently got approval from the FAA to include in the program. Those new homes and the homeowners have not yet been notified but 18 of them are in Ward 8 and 16 are in Ward 9. We are moving forward with the next construction phase, hopefully in the March timeframe where we will be doing 34 homes.

Chairman DeVries asked do you have something prepared for us where you are ready to tell us where those additional 34 might be located. I understand that you haven't notified the homeowners yet.

Mr. Dillon answered I do have a listing. In Ward 9 they are located on Cottage Avenue, Hunters Village Way and Kennedy Avenue and in Ward 8 Aurore Avenue, Cohas Avenue and South Mammoth Road. I will give the Clerk the listing.

Alderman Garrity asked can I get together with you after the meeting.

Mr. Dillon answered sure.

Chairman DeVries stated the biggest question you can answer for me...I heard you say that there are 362 homes yet to be done under the federal program. Do you anticipate needing to do all 362 or are those homes that you already offered once and you are waiting for a second waiver from those homeowners?

Mr. Dillon responded right I would suspect that we are not going to do all of those because a number of those folks have already turns us down.

Chairman DeVries asked are you anticipating this being the last year of this program with federal dollars.

Mr. Dillon answered no I would anticipate that this program as it stands today would still run for another two to two and a half years and we would continue to push the FAA to add additional homes so hopefully we will be able to get it to run longer than that.

Chairman DeVries asked what is the year again.

Mr. Dillon answered I would anticipate with the number of homes that exist today this would still run for two to two and a half years.

Chairman DeVries stated I would advise the Committee and I know we were hoping to start a conversation on airport zoning and Kevin Dillon has indicated to me the package that we hand out tonight has gone over to the Planning Department for their thoughts on the original draft of this zoning ordinance. This again goes back to an initiative that I started a couple of years ago to expand locally under zoning our noise dnl levels down to 60, which is actually going to greatly increase the area that would be eligible for Airport dollars for soundproofing. Those wouldn't be federal dollars but those would be local Airport dollars. We have been working on that. The last I heard from the Airport Director we were trying to coincide the adoption of this ordinance that we started to work on with the final use of federal dollars because we don't want to lose any federal dollars in the blend here.

Mr. Dillon responded that is correct and one of the major reasons we are going forward with this is to try to make those additional homes eligible, however, they would most likely not be eligible for federal funds at this point because the federal government would have to basically complete all of the homes within the 65 dnl across the country before they could come back and start looking at 60 dnl. What we are anticipating, though, is if we got this approval we would like to start utilizing Airport funds exclusive of federal funds to start going into the 60 dnl. Overall in terms of the zoning ordinance there are essentially seven particular areas that have been addressed. There are seven changes, if you will, to the zoning ordinance that exists today at the Airport. I am not too sure if you want me to go over the seven as time is tight.

Chairman DeVries stated I am thinking after we have received that from the Planning Department on March 3 that we should schedule a meeting of this Committee shortly thereafter and we can really give ourselves enough time to revisit some of the items you have already spoken to as well as address this because I think we have a good hour of agenda left here and obviously not enough time. One of the concerns I am hoping the Airport Director will maybe think about how he would like to address before that would be when we adopt the local ordinance how we can change the equation that has gone into the outline of the existing contour if you would because that is based on a federal guideline that doesn't take seasonal effect into play and I think in New England certainly where in the winter it is not as big an issue but in the summer if there are areas receiving most of the traffic because of prevailing winds while we have the opportunity we ought to be looking at that and building an equation that suits our needs and not the federal governments. I don't need to have that answered today but it is an issue that I hope this Board can take up after we consider this on March 3 or whenever we get scheduled.

Alderman Shea stated I live on Vinton Street and I know the other day a plane came over and I thought obviously...when we do this rezoning Kevin is it going to include areas that are affected by both of these runways or just one of the runways...what I am saying is that some of the people that are on the peripheral area are experiencing, not only me but neighbors. My son lives off of St. Anthony's ballpark and you are hearing sounds there as loud as can be. What I am trying to say is when we draw up this rezoning or redistricting I think we are going to have to include areas now that seemingly are not in this noise contour but obviously are being impacted. I think that is a very serious concern that I have as a Ward 7 Alderman. I am not negating Ward 8 and 9 but Ward 7 is really being impacted.

Mr. Dillon stated there is no doubt that the development of contours is according to a very specific federal formula and we really don't have the ability to adjust that formula. Just to give you a sense of what we are talking about, our estimation if we went out to the DSL would make about 2,500 additional homes in Manchester eligible. Keep in mind that in today's program there are only 1,200 homes. So that would be quite an addition if we went to the 60 dnl.

Chairman DeVries stated I would like to end the meeting now and ask the Airport staff as well as the City Clerk's Office to reschedule us sometime soon after March 3 when we can take up in detail the items that we didn't get to today.

There being no further business, on motion of Alderman Shea, duly seconded by Alderman Pinard it was voted to adjourn.

A True Record. Attest.

Clerk of Committee